



TOURIST BOATS

DELTA QUEEN

Stern Wheel packet steel hull, built in Stockton, CA, 1926. 250' x 58' x 11.5'. Cross compound condensing engines, 26's-52 1/2's 10'. Two water tube boilers burn fuel oil. This and a duplicate sister ship DELTA KING were fabricated at Glasgow, Scotland, insofar as all of the steel work is concerned, on the River Clyde at Isherwood Yard. RIGHT: DELTA QUEEN under construction, Stockton, CA, 1926

DELTA QUEEN--Continued

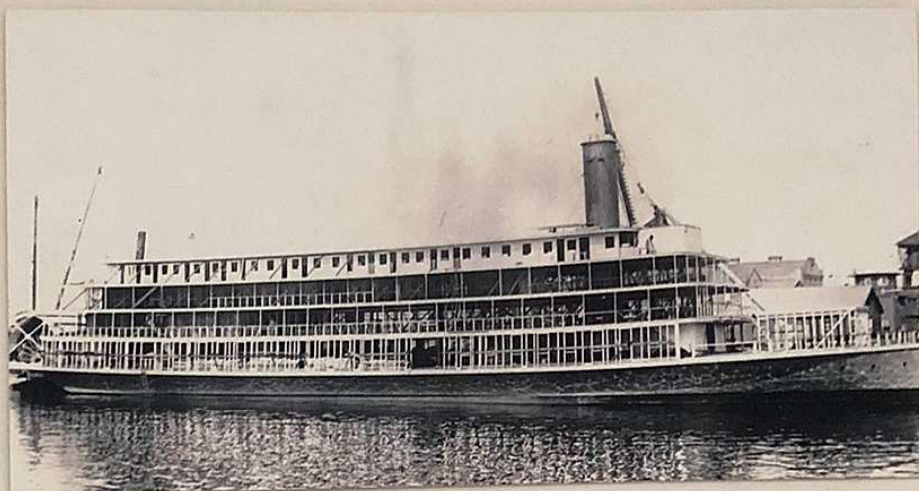
Both were knocked down, the sections sent by steamship to San Francisco, and from there barged to a yard at Stockton. There they were assembled and completed. The upper cabins were built by US shipwrights, four decks high, largely of oak, teak, mahogany, and Oregon cedar. When completed, these boats were the most expensive river sternwheelers existant, costing \$875,000 each. LEFT: DELTA QUEEN at Rock Island levy, 1950's. NOTE: Centennial Bridge in background.

The DELTA QUEEN has had various masters during her Mississippi-Ohio career, chief among them. Captains Paul Underwood, Ernest E. Wagner and Clarke (Doc) Hawley, and in 1977, Capt. Gabriel Chengery. The DELTA QUEEN was brought 5,380 statute miles at sea, the most lengthy salt water transit of record for a flat-bottom sternwheeler. She came through unscathed, a tribute to her builder, James Burns, Oakland, CA. RIGHT: DELTA QUEEN in recent years.

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